

The Waterbury Democrat

Established 1881

Published Every Evening Except Sundays and Holidays by
THE WATERBURY DEMOCRAT, INC.
Democrat Building, Waterbury, Conn.

Subscription Rates Payable in Advance
One Year\$10.40 Three Months\$2.60
Six Months5.20 One Month50

Member of Audit Bureau of Circulations

The Democrat will not return manuscript sent in for publication
unless accompanied by postage. No attention paid anonymous
communications.

Dial 4-2121
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WEDNESDAY, MAY 15, 1946

A Thought For Today

And he said unto her, Daughter, thy faith hath made thee
whole; go in peace, and be whole of thy plague.—Mark 5:34.

His, perhaps, in some nice tenets might
Be wrong; his life, I'm sure, was in the right.—Cowley.

Kill That Mosquito!

Waterbury is a long way from Okinawa but if all reports are true not safe from malaria for that reason alone. The return of servicemen from the infested areas of the South Pacific poses a problem to our doctors which as yet the general public does not appreciate.

Atrabine was fed generously to our men in the malaria areas as a suppressive and proved effective. Now it develops, however, that men who never developed malaria while overseas are succumbing to its chills after their return to the United States, even after they've been here several weeks. Without the atrabine doses the disease becomes virulent.

As most of us know, the Anopheles mosquito is the principal malaria carrier. Even an infection-free mosquito who bites a human with malaria sporozoites in his blood stream can infect some one of us who has never been near the South Pacific.

Just how serious this problem may become is still undetermined. One theory advanced to explain the mysterious malady now afflicting residents of San Antonio traces the source of the disease to imported tropical infections. It is at least a possibility.

In any case, the safe course for Waterburians and all Americans to follow is to make sure the screens are tight, kill every mosquito you meet and be vigilant for any sign of malarial symptoms.

Russian Parable

This is a retelling of the wryly humorous story about Mr. Byrnes, Mr. Molotov, and their brief discourse on drinkin' liquor at an American reception in Paris. We are repeating it because we believe it is an excellent digest of present practices in international relations.

It is really a two-part story. In the first, Mr. Byrnes, who had given Mr. Molotov some whisky, asked him why he didn't drink it, and added the remark that vodka was much stronger. No, said Mr. Molotov, vodka wasn't.

Then Mr. Byrnes pointed out that Mr. Molotov had made him drink three vodkas the night before. Whereupon the Russian minister, without comment, took one small sip of the whisky.

The second part concerned Mr. Byrnes's joking suggestion that the foreign ministers should meet every night at 8 o'clock, after a cocktail party beginning at 6:30. Then, he remarked, they might agree on things. Mr. Molotov gave the suggestion careful and serious consideration. Then he answered, "Yes, but we should have the conference at 9 o'clock."

Whether that story is true in every incident, it is true in spirit. No one who has followed the troubled course of the Paris conference can doubt it. In fact, we think it belongs among the instructive tales of some modern Aesop as a prime example of Russian diplomatic technique. It might be called "Compromise Over Cocktails, or, The Parable of the Three Hookers of Vodka."

If it isn't elaborating the point, Mr. Byrnes's three vodkas are typical of many American gestures of good will toward Russia. Mr. Molotov's initial refusal to make a similar gesture is also typical, painfully so. And we do not think it impossible that Mr. Molotov may have reasoned along these lines:

Mr. Byrnes's insistence that he drink the whisky was simply another example of the western powers' trying to impose their will on Russia and disregard Russia's legitimate interests. Wasn't it clear that he didn't want the whisky?

Of course, he'd drink it rather than cause an international incident. But that remark about vodka's being stronger was ridiculous—just another attempt to belittle Russian institutions and the Russian way of life.

What about Mr. Byrnes's three vodkas? Well, Mr. Molotov might have reasoned that he liked vodka, Russia liked vodka, and therefore vodka was good. Hence Mr. Byrnes should accept it gladly. Whisky? That was a different matter entirely.

Such a line of reasoning seems typical of Russian strategy in many more serious matters. And the remarkable thing is that Mr. Molotov did not consult with Moscow before replying to Mr. Byrnes's pleasantries. Russian diplomats' minds just seem to work that way.

Dogwood in May

Dogwood is spreading. That is to say we see more of it in our own locality than a half dozen or a dozen years ago. It grew more profusely in its natural wooded home a bit south and west of us, over in New York state and in New Jersey. In the foothills of the Catskills, Poconos, Ramapos and other near east ranges a drive along the wooded road in May is a picture to remember. Now that dogwood has been cultivated, re-planted in parks, on private property and along parkways, it is now, in May, a prolific shrub as well as tree.

There is also the deep pink grafted specimen which adds such a colorful touch to landscaping. This is a thing of beauty, but the joy forever are the pure white masses that one sees glistening amidst the green of the woods on a bright sunny day in May, or a lowering day, or a day of rain. Home owners about town have used it skillfully in their landscaping, and homes and estates in nearby towns are also decorated with dogwood, lilacs and the many other flowering shrubs of early and mid-May, making it indeed a flowery if not dogwood May.

A Sure Thing

The Pulitzer Prize which went to William L. Laurence of the New York Times for his report on the atomic bomb development was, besides being well deserved, certainly the oddest journalistic award in the history of this famous annual bestowal.

Not only was the account of the Manhattan Project one of the greatest stories in history, but Mr. Laurence, at the Army's request, was the only reporter who covered it. Mr. Laurence couldn't miss, and neither could the trustees of Columbia University, who make the Pulitzer awards. It was like figuring out the winner of the Kentucky Derby with only one horse entered.

In the Hollow of His Hand



The Firing Line

By D. N. T.

"The Spartans of ancient Laconia gave the word laconic to the English language"—Boston Globe.

THE EXEMPLAR
From the Greeks we get the tonic Of an admirable word Of the substantive, "laconic"— Or the adjective! Absurd That I called it what it wasn't! For laconic's not a noun. That I erred, but then, who doesn't? Just the other day in town I encountered a pedantic Gentleman to whom I speak An authority semantic Now could THAT be from the Greek?

A professor at a college— Smithers U., if you must know— It's a very fount of knowledge; That's where all my children go— I said all? I swear to heaven I'm forgetful—it's a crime: Abercrombie's—only seven. So you'll have to give him time; He's riot on the level! Cutest thing you ever saw, But the darndest little devil— Well, there ought to be a law. Jimmy! The law reminds me That I've got to be in court. Damn it! How this collar binds me! Well, laconic's terse—or short.

Earl Browder has arrived in Moscow. One embarrassing question that probably will not be put to him is: How come this passport doesn't coincide with the one you had the last time you were here?

There is one aspect of John L. Lewis's sartorial perfection that, in our experience anyway, is unique. He is the only man we've ever seen who wears his hat geometrically on the middle of his noggin and still looks as though he had it cocked.

As we understand it, they're going to extend the draft act for forty-five days. In that way, there'll be more time to draft young men than there would have been if they'd voted to extend the draft for nine months under the moratorium system.

A man out in Cincinnati, who had been ordered out of his house, took a look at the housing situation and committed suicide recently. That's one way out of a vexing problem, but if everyone tried it, there'd be a grave shortage that would be a grave shortage.

Victor Emmanuel was the fifth king to lose his job in Europe as a result of a war. Try as we may, we can find only one answer to that: Someone else must have had five axes.

An official Navy report charging theft of naval property in Hawaii has been handed to a Senate investigating committee. Judging from the extent of the loot, the thieves remembered everything except Pearl Harbor and almost went back after that.

Waterbury Of the Past

25 Years Ago
Two local churches were broken into and the poor boxes robbed.

Mr. and Mrs. Emmitt Rawley of Thomaston Avenue celebrated their 50th wedding anniversary.

15 Years Ago
Playing near a brush fire in the Bunker Hill section, a six-year-old was severely burned when he slipped and fell into the flames.

Police investigated reports that vandals had broken into Lakewood property and smashed windows, doors and fixtures.

6 Years Ago
Police were forced to shoot a dog, severely injured when struck by a car in Waterville.

Norman Bouchard of East Farm Street, attended Connecticut University as a fourth year student.

Views of the Press

DOUGLAS FOR CHIEF JUSTICE?

(Portland Oregonian)
President Truman, we believe, will appoint Justice William O. Douglas to the chief justiceship.

That opinion is reached, of course, only on the basis of the logic of the situation. And the President, being absolute so far as the appointment is concerned, except for Senate confirmation, there is no certainty that he will conform with logic. He hasn't always.

However, there is no reason to think that anything but the best of relationships exist between Mr. Truman and Mr. Douglas. Nor do we have reason to think that Mr. Truman has any personal friendships in regard to this appointment. And in these particular circumstances there is no use trying to get around the arguments in favor of Mr. Douglas.

He was the co-choice with Mr. Truman for the vice-presidential nomination when Mr. Roosevelt served notice on the Democratic convention in Chicago in 1944. Except for his unwillingness to leave the court and become involved, he might well be the president today. And it is beyond question that a large part of Mr. Roosevelt's personal followers—perhaps the great majority—look upon him as the man in public life who holds most ruggedly and intelligently toward the directions, if not the administrative processes, of the New Deal. There can be no doubt that so far as the great body of the Democratic party is concerned, that party has been constituted, he would be the most applauded of all possible choices.

Then there is Mr. Truman's personal problems. There is still no clear indication as to whether he desires to run for re-election, or step out. But it has to be one or the other; and, regardless, the elevation of Mr. Douglas would be politically wise. If Mr. Truman decides to run, then Mr. Douglas as chief justice and a Truman appointee would not consider it ethical. But if Mr. Truman decides not to run, what would be more logical for him than to call upon the chief justice? And, of course, by virtue of his office, Mr. Douglas' prestige would then be developed to the full.

Only one political reality militates against Mr. Douglas. He is the victim of his would-be friends. Every time he is mentioned for

an office, all the red and pink organizations rush in with indorsements, endeavoring to claim him for their own. But Mr. Roosevelt managed to get along with that situation fairly well and so far the justice has.

Otherwise there appears to be no argument against Mr. Douglas, if Mr. Truman is sincerely interested in holding together what remains of the New Deal and perpetuating anything approaching its social philosophy. Mr. Douglas is young enough to achieve, as chief justice, a permanent impression upon the nation's development. He is a westerner, with the spirit of the West. And certainly no one will question his depth and integrity his fighting Scott's heart. Many people differ with his philosophy, but so did many differ with Mr. Roosevelt. What we are saying is that from the standpoint of Mr. Truman and what remains of the Roosevelt forces, Mr. Douglas appears to be the logical occupant of the center seat.

NOT FEEDING EUROPE, BUT THE PROPAGANDA MILL

(New York Sun)

Fresh restrictions imposed on the distilling industry by the Secretary of Agriculture make grist for the mills of die-hard prohibitionists, because those restrictions have been linked, without justification, to the supply of food to Europeans on short rations. In one of its most productive years the distilling industry used sixty-nine ten-thousandths of 1 per cent of the wheat supply. Of all grains distillers use about 1-2 per cent of the total supply and this use includes the consumption of corn unfit for human use. What is more, all but the starch content of the feed, reinforced by properties of yeast, is used for animal feed as distillers' dried grain—a byproduct in the distillation of liquors.

The same observations may be made about the brewing industry, though the figures and the raw materials are not the same. Brewers use even less grain proportionally; the bulk of the raw materials used by the industry, such as malt from barley and corn and rice, would never enter the market place for consumption by human beings.

No wonder the prohibitionists try to make capital out of the situation. The facts are not in their favor, but when Federal officials choose to fool themselves and others with this tilting at windmills, the dregs would be remarkably scrupulous if they failed to exploit it.

CARNIVAL

By DIK TURNER



"I had the most terrible dream the other night—I dreamed the establishment had been given away on one of these radio programs!"

Merry-Go-Round

WASHINGTON, May 15.—Insiders who have watched the Hoover, Roosevelt and Truman administrations, point to two events as best illustrating their methods of approaching national problems. Those two events are: The bonus army under Herbert Hoover, and the coal strikes under Harry Truman.

Roosevelt also was threatened with a bonus army, also with several coal strikes. But they have been forgotten, whereas the public will always remember the Hoover bonus army and the current coal crisis.

And the very fact is found the basic difference of technique between Hoover, Roosevelt and Truman.

Hoover sat in the White House watching the bonus army of veterans daily grow larger until it reached the unruly total of 20,000 men, and finally was driven out of the city by General MacArthur, leaving a black mark against the Hoover administration never to be lived down.

As Roosevelt came into office, bonus army veterans continued to enter Washington. But F.D.R., without any fanfare, sent them to Ft. Hunt, Va., where they were fed, clothed and sent to areas where work was most available.

In handling the threatened coal strikes, Roosevelt also tried to meet the issue before it met him. Sixty days in advance of the contract deadline—no thirty days as this time—he had Harold Ickes, one of his strongest Cabinet members, start knocking Lewis' and the mine operators' heads together. And at one time he was all set to go on the radio with the most scathing denunciation Lewis had ever received, when John L. tipped off in advance, yielding.

Roosevelt, of course, had the full force of "no strikes in war-time" behind him. Truman didn't. However, not only did Truman delay intervention between the warring mine-operation factions, but neglected all the many steps he could have taken, both to soften the coal miners and cut the ground out from under Lewis.

Last Autumn, for instance, when Lewis pulled his abortive strike to secure recognition of the foremen's union, Ickes advised Truman that Lewis was on shaky ground, that his miners weren't behind him, that then was the time to weaken Lewis by going over his head to get the miners back to work.

Ickes knew the miners already were straggling back to work, would welcome a reprieve from the White House. They had no sympathy for a foreman's union. But Truman didn't act.

Ickes also urged that the two government-owned pipelines, built during the submarine crisis to bring oil to the Atlantic coast, to be turned into natural gas lines to tap Texas gas fields. For gas competition against coal is what Lewis fears most.

Two applications from reputable groups to buy these pipelines have been on file with the Federal Power Commission, but nothing has happened. While it would take some time to get the pipelines operating, not one preliminary move has been made. Even the threat to open these lines would send shiver down John L. Lewis' back.

Finally, the miners have a legitimate grievance regarding mine safety, never have they been able to get a satisfactory safety law passed by Congress. In his private conferences, Truman has taken the position that this must be worked out by the operators and the miners; but if, instead of waiting for this, he had urged Congress to pass a mine safety law, he would have pushed the rug from under one of Lewis' best arguments.

Likewise with the welfare fund. Other unions have such a fund. The railroad brotherhoods have:

There is a plan afoot sponsored by railroads and discussed widely in the past few years to bring together all forms of transportation, air, water, motor, through integrated regions systems.

It is promoted with the usual arguments about improvements effected by co-ordination. But the ultimate result would be a tight monopoly, particularly dangerous because it would leave no recourse for competition. And the public would pay.

It is suspected that railroad: are pushing it to enable them to bolster up their shaky structure debt-laden and inefficient, and thus protect the bankers and insurance companies which have the big stake in railroads—in short, a bail-out process. Through the years the railroad bankers and lawyers have fattened on the succession of reorganizations and re-organizations, a veritable racket and a familiar story to anyone who has covered the numerous Congressional investigations of railroad finance.

The proposed "integration" program would require legislation. Included would be immunity from anti-trust laws for agreements among and between various agencies of transportation.

The Bulwinkle bill, now pending in the Senate Interstate Commerce Committee, could well be the first step. According to Assistant Attorney General Wendell Berge its provisions for immunity are so broad that they would permit railroads, highway carriers, water carriers, pipeline companies, and freight forwarders, if approved by the commission (the Interstate Commerce Commission) to enter into agreements, to organize into combinations, and by joint action make determination as to rates to be charged, services to be performed, the kind of equipment to be used, the facilities to be installed and other matters vital in carrying on and developing the transportation industry.

"Approval of the wide scope of agreements permitted in the proposed legislation," he added, "would result in the elimination of competition not only

and even the liberals came to know him as a right guy. After the war was over, President Truman gave him the Legion of Merit. In October, the Petroleum Industry War Council threw him a testimonial banquet and presented him with a bronze plaque in commemoration of the job he had done under the Petroleum Administration under Ickes. President Collier of California Standard did not attend this function, though maybe that isn't significant.

Anyway, two days later Standard of California's board of directors held a special meeting. Collier was moved up to chairman of the board, and R. G. Follis became president. Davies was invited to return to the company as one of 10 vice-presidents, without seniority.

Ickes took this as a move to freeze Davies out of the presidency, which he might have had if he had not taken the government war job. Davies had been senior vice-president in point of service. The company had a tradition that its vice-presidents were always listed and always seated at directors' meetings in order of seniority. The senior vice-president presided in the absence of the president, and he had customarily been elected to the presidency when that office was vacated by death.

Regardless of whatever hard feelings may have arisen between Collier and Davies personally, the latter still had a certain loyalty to the company. He had been with it since 1912, and had helped build it up. It was considerable alarm, therefore, that Davies learned Ickes had bought 10 shares of stock in Standard of California, with obvious intent to inject himself into its management. The result could only be a feud that might well wreck the company.

Rather than see anything like that happen, Davies sent in his resignation as a director and vice-president. That stopped Ickes from making a scene at the stockholders' meeting in San Francisco. But in the process Davies had sacrificed his job and \$57,000 salary. His job as Deputy Petroleum Administrator has folded. He will have a month or so in which to organize the government's new Oil and Gas Division. Then he'll have to find a new job.

There is still a slim chance of reconciliation, if Ickes can be persuaded to keep his nose out. This has apparently been no intention of doing

By Drew Pearson

a retirement fund established by Congress. The same could be done for the miners—though not to be administered by one man.

However, no one in the White House saw these things in advance, no one had the vision to crack down on John L. Lewis with gas pipelines in one hand and mine safety, plus a proper welfare fund, in the other.

This failure to meet the issues early, to ward off either a bonus army or a coal strike before it festers, is the gravest failure of the Truman administration today.

It is the difference between statesmanship and muddling through. It gets to the heart of why we, the most victorious, the strongest nation to emerge from the war, have lost our leadership of the world today.

Inside fact is that the first day's coal negotiations between John L. Lewis and the operators got off to a bad start. Lewis demanded time-and-a-half pay promised him by Roosevelt for holiday work, but which Truman had canceled shortly after V-J Day.

Ed McGrady, opening the negotiations, did his best to emphasize the importance of the conference. "President Truman," speaking for the people," McGrady declared, "has said that he wants some results from us in four or five days. We must not let him down and disappoint the American people."

However, Lewis again raised the question of pay for Labor Day, Thanksgiving, Christmas, and New Year's, and refused to arbitrate. The coal operators requested time to caucus, but after hurried conferences were not able to reach an agreement to give Lewis this pay. They contend that, inasmuch as President Truman by an executive order abolished Roosevelt's promise shortly after V-J Day, they are not obligated to pay anything further to the miners. "You've got the money in your pockets," thundered Lewis to the operators. "It belongs to my men."

Finally, McGrady agreed to adjourn and give the operators time to think things over.

Last week, John L. Lewis had an interesting hour's conference with Secretary of Labor Schwellenbach, in which he made this remark:

"Why don't you seize the mines? You seize the mines and appoint a good administrator, and your crisis will be over."

"Who do you think would make a good administrator?" asked Schwellenbach.

John L. Lewis replied John L. Lewis. "I'll see that you get your coal."

Later, in negotiations with John Steelman, Lewis opposed seizure of the mines and said that he couldn't trust the Solid Fuels Administration to run them. Lewis said the Solid Fuels Administration and the Interior Department were "full of broken-down mining engineers who are tools of the operators."

Weakest man around the President continues to be St. Louis' John Snyder, the alleged war recon-erter. Bob Hannegan (who incidentally says Snyder is from Arkansas, not Missouri) has done his best to persuade Truman to oust Snyder. The President won't budge. . . . At economic sessions inside the White House, Snyder contributes almost nothing except to tell strangers where to find the washroom. . . . Individually, Truman has an A-1 Cabinet, but aside from Hannegan and Byrnes, none will light any firecrackers under the presidential chair. . . . Secretary of the Treasury Vinson, who used to bat home-runs in the Roosevelt administration, now takes his base on balls. . . . Any administration which can't keep young men or else attract new young blood, is bankrupt, and young men are leaving the Truman administration so fast it's tragic. . . . Only outfit attracting new young blood, the State Department, now is under attack, with the White House asking for an undercover investigation.

'Integration' System

By Thomas Stokes

There is a plan afoot sponsored by railroads and discussed widely in the past few years to bring together all forms of transportation, air, water, motor, through integrated regions systems.

It is promoted with the usual arguments about improvements effected by co-ordination. But the ultimate result would be a tight monopoly, particularly dangerous because it would leave no recourse for competition. And the public would pay.

It is suspected that railroad: are pushing it to enable them to bolster up their shaky structure debt-laden and inefficient, and thus protect the bankers and insurance companies which have the big stake in railroads—in short, a bail-out process. Through the years the railroad bankers and lawyers have fattened on the succession of reorganizations and re-organizations, a veritable racket and a familiar story to anyone who has covered the numerous Congressional investigations of railroad finance.

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"Approval of the wide scope of agreements permitted in the proposed legislation," he added, "would result in the elimination of competition not only

among carriers of the same type or class but among several competitive modes of transportation."

As a matter of fact—and this is an alarming development little known to the public—railroads have reached out already quietly in recent years to other forms of transportation and, as Mr. Berge pointed out, "with some measure of success, to raise the truck, barge line, coastal, intercoastal, and Great Lakes steamship line rates to the rail level and in some instances to raise the level of all those rates."

This has been under direction of the top command embodied in the Association of American Railroads and its banking, insurance and industrial officials, plentiful evidence has come out. In its 1938 annual report, the A.A.R. Traffic Department said that the American Trucking Associations, Inc., had shown a disposition to work constructively with the railroads' and had endeavored to keep rates of the member "adjusted to the extent it can on the all basis." It then added:

"In many instances the Trucking Association assisted in getting lower rates that were otherwise to the rail carriers brought to the rail level."

Then there is a directive of the ever vigilant E. Cleveland, A.A.R. vice-president in charge of traffic, to the chief traffic officers of member roads, dated March 12, 1938. He spurred them on to cooperate, to meet "the desperate situation that confronts railroad management."

"In this connection I call your attention to the act that I believe with proper co-operation with truckers, with the barge lines, with the coastal and intercoastal and Great Lakes steamship lines, that their officials will assure you, if they are properly approached and encouraged, that they will be very glad to proceed along similar lines and make the same increases in cents per hundred pounds that you may determine upon. I therefore urge that every effort be made to get these competitors to the end that there may be less hesitancy in proposing advances than there might be if competing agencies were not going to make similar increases."

Where does the consumer come out in all of this?

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Troubled Water on Oil

By Peter Edson

WASHINGTON, May 15.—(NEA)—There's more than meets the eye and ear in Harold Ickes' recent ineffectual effort to get Deputy Petroleum Administrator Ralph K. Davies reinstated as senior vice-president of Standard Oil of California.

It's worth a little rehash, for several reasons. The whole story hasn't been told, and the record needs to be set straight. Ickes, in trying to pour troubled water on Standard Oil, did his friend more harm than good.

The story begins back in June, 1941, when Davies came to Washington, at President Roosevelt's request, to co-ordinate the oil industry with the national defense effort. There was an immediate Rockefeller viper was being taken into the bosom of government, and that no good would come of it.

Davies was to get \$10,000 a year in government salary, and Standard of California was to kick in \$47,000 more to make the \$57,000 which he had been getting as senior vice-president of the company. That wasn't too good an arrangement, but if the general manager of Standard of California had expected to receive special favors because one of its men was directing government oil policies, it soon found out it had another think coming.

The word soon got back to California that Davies had said his old company was no different from any other, and if it wasn't in the war, crack down on it. Actually, Davies refused to handle any matter pertaining to Standard of California, but passed all things on to Harold L. Ickes, who, as Secretary of the Interior, was his superior. In this role, Ickes got to know something about Standard of California's business.